

18th Weather Squadron

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QA / MEFVER Summary

Sep 2012

*TSgt Jeremy R. Reynolds
Airfield/Mission Services Element*



Overview

- Monthly Weather Summary
- MEFVER
- QA Summary
- 26 OWS & 18 WS
WARNVER/TAFVER



Sep 2012

Weather Summary

Our most significant weather event was on Saturday the 29th due to severe weather.

On Sat afternoon, severe watches for hail, winds, and heavy rain had been issued for Mackall. The SWAP was set in place and the standby forecaster came in.

By the evening, the warning had been issued for the same criteria with a tornado warning as well.

During the event Mackall had thunderstorms, and received 27kts. Even though the warnings did not verify, a tornado was spotted 20 miles west of Mackall.

Tropical activity was at a minimum with no cyclones impacting the area.

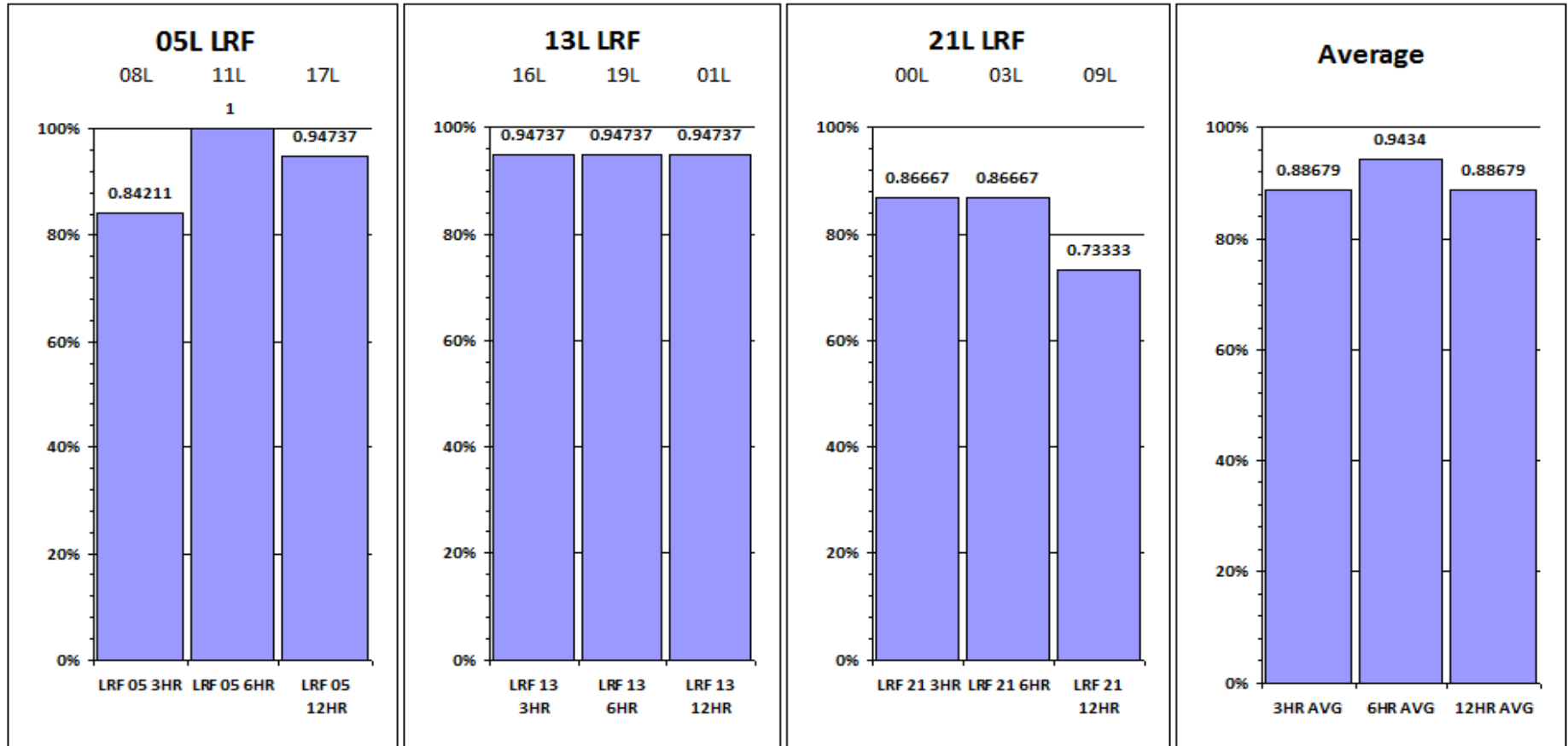




MEFVER Sep 2012

IFR vs VFR

CIG/VIS Forecast Hits for 04-Sep-12 To 28-Sep-12



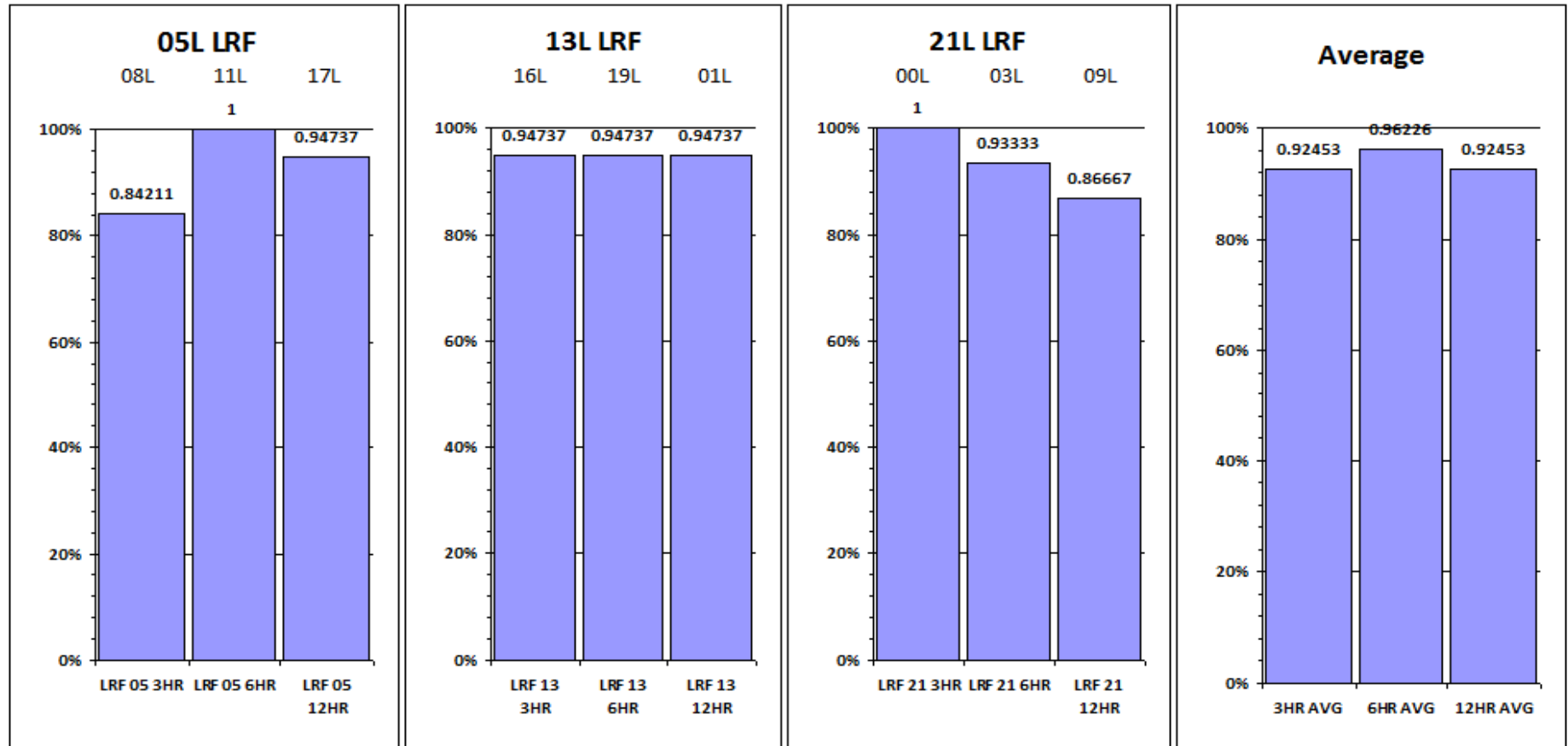
Data is percent (%) accurate hits

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MEFVER Sep 2012 WINDS

Wind Forecast Hits for 04-Sep-12 To 28-Sep-12

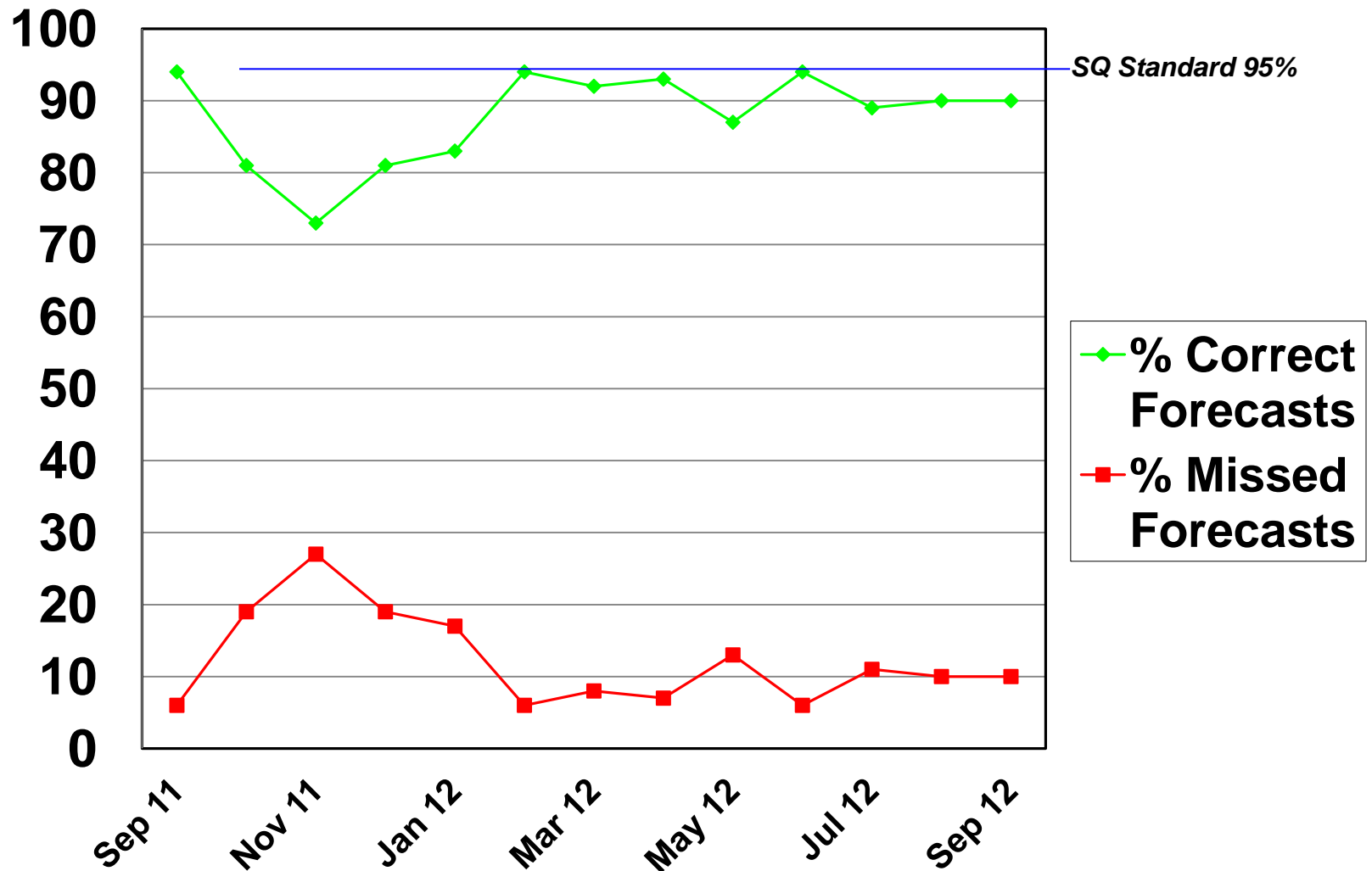


Data is percent (%) accurate hits

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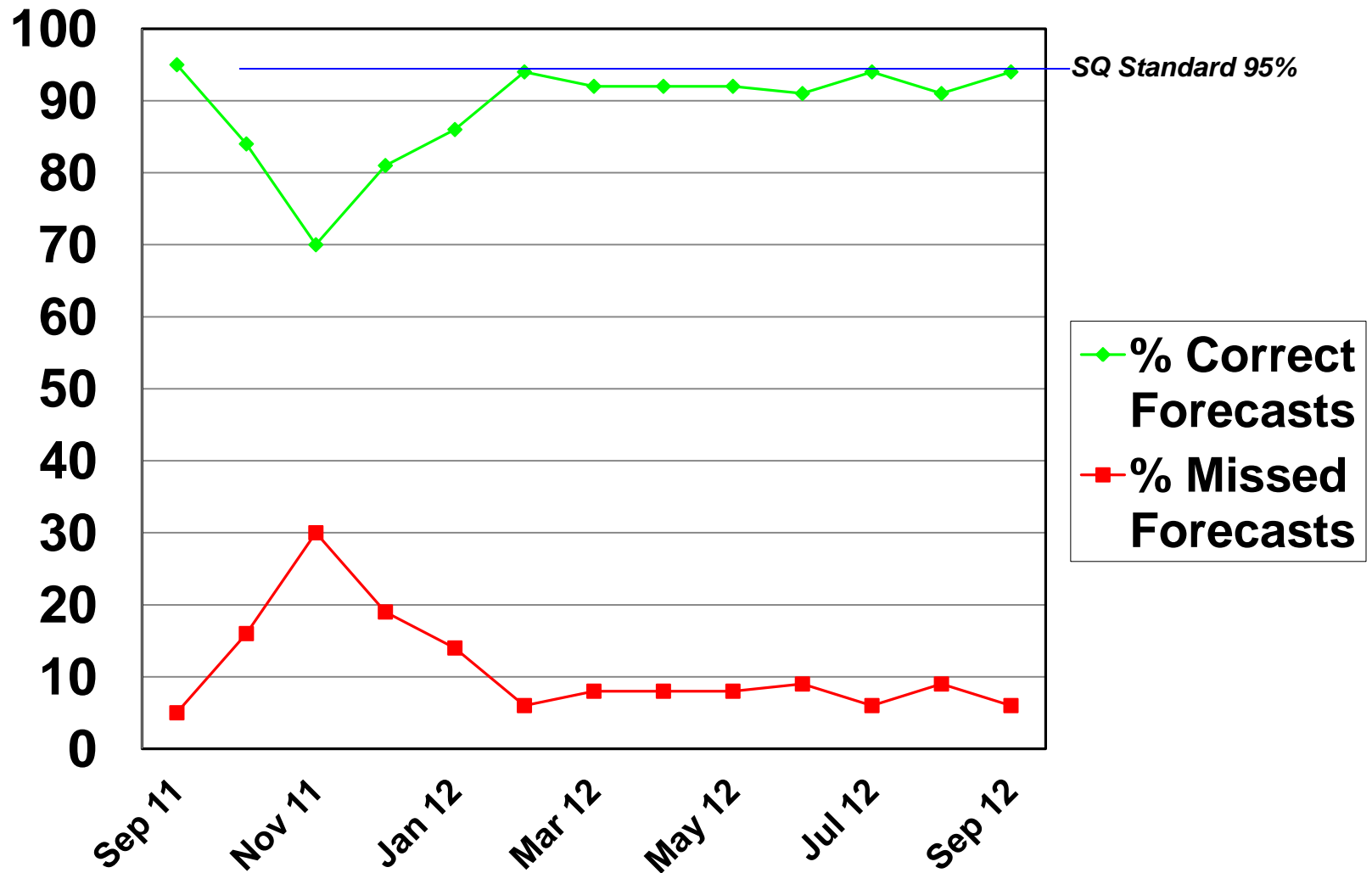


IFR vs. VFR MEFVER Trend



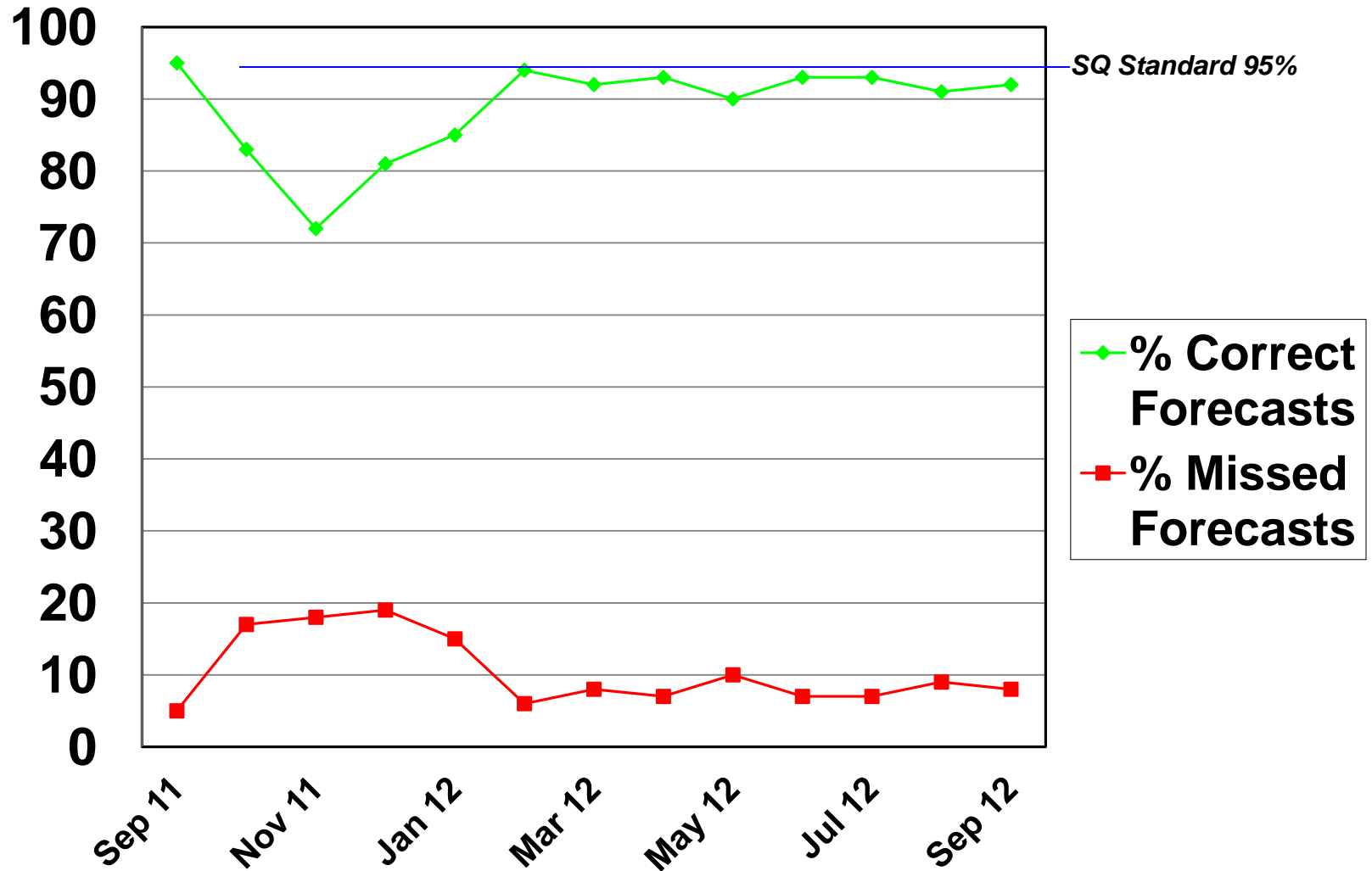


WINDS MEFVER Trend



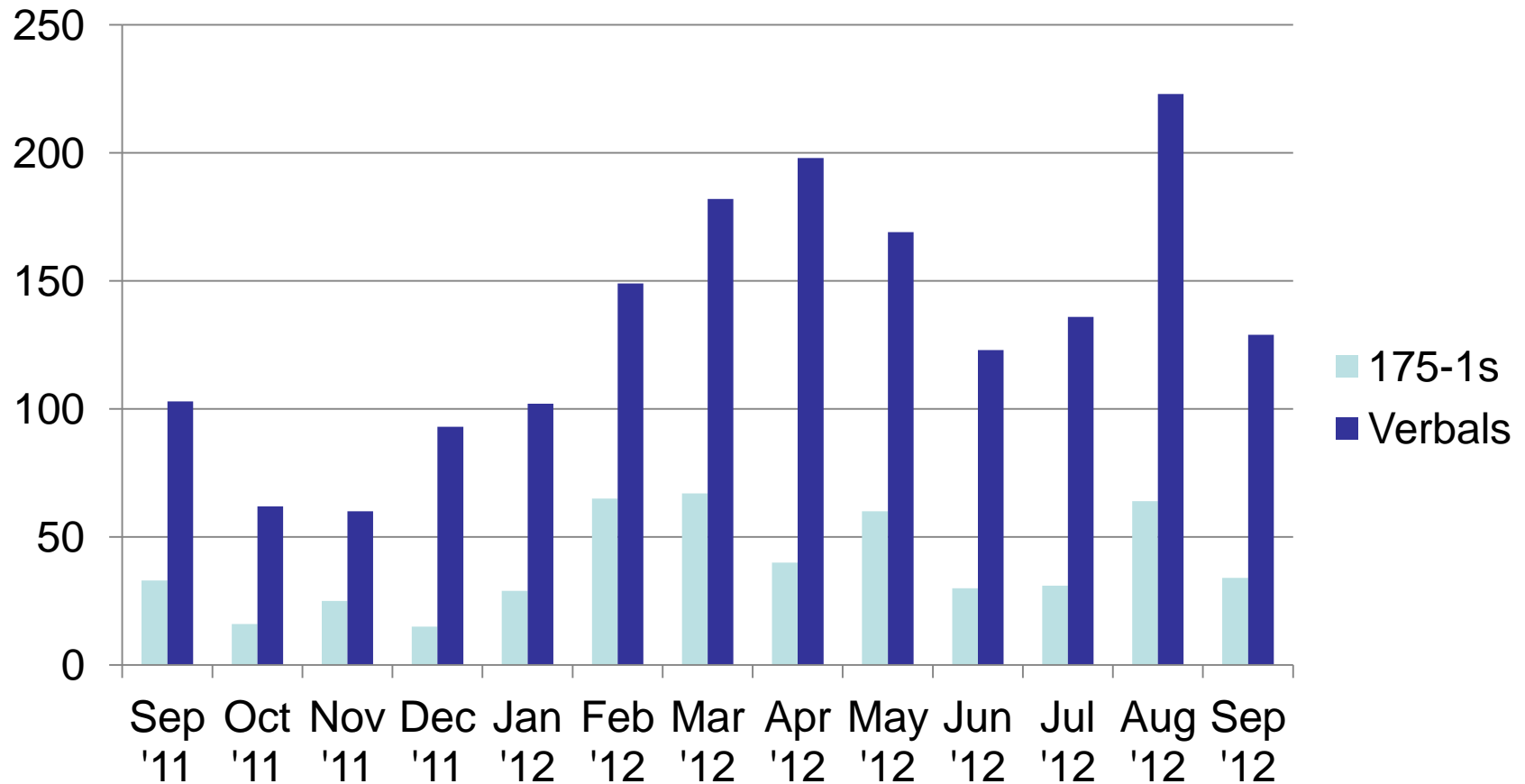


Overall MEFVER Trend





Flight Weather Briefings



Average 4 Aircrew Briefings per Day in January

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Sep QA Summary

- **Flight Weather Briefings (DD 175-1/Verbal)**
 - 94% EFR on 175-1 and 100% EFR on Verbal. That is 4% lower than last month on 175-1's.
- **18 WS LRF (Flimsy)**
 - 99% EFR. Two months in a row with great EFR!!
- **Weather Watches, Warnings, Advisories**
 - 88 issued WWAs
 - 24 of those were observed, issued by the ASE
 - Of the remaining 64 issued by the 26 OWS, only 11 were confirmed, making their hit rate **17%**
- **PIREPs**
 - **3 PIREP transmitted locally/long-line. The more PIREPs we receive the better we can verify forecasts.**



Sep MEFVER Summary

- Performance saw a slightly increased this month—92% of all forecasts were correct.
- Our biggest challenge this month was forecasting IFR conditions for the morning time frame.
 - Onset of fog or lower ceilings before sunrise.
 - Real time data needs to be utilized as much as possible. Models are a great tool, but local obs, sat, real time Skew-Ts, and PIREPs are what we need to rely on for good forecasting.



Sep MEFVER Summary

- We are still under the effects of the transition season with the hurricane season still in effect. Onset of weather in the morning will be our greatest challenge.
- Great job to SSgt Catherine Andrew! She is the Sep forecaster of the month. She had an overall 98% accuracy rate with minimal errors. Excellent work.





Process Improvement

Our forecasting accuracy for IFR/VFR conditions stayed the same as last month while accuracy increased for forecasting winds. With transition season still in place, again models usually struggle with the onset of wx events. Real time data will be the greatest use during this time frame.



Customer Support Slides



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How well are we forecasting mission impacting weather?

- Best measure of our performance is direct feedback from aircrews and other operators
 - Complete Flight Weather Briefing Feedback Form on our webpage or fax with all DD 175-1s
 - Call SAAF weather station Flight Chief at 396-7100
- Please provide mission specifics
 - Was weather forecast for your mission Go or No Go?
 - Was actual weather for your mission Go or No Go?
 - Was your mission altered or cancelled due to weather?
 - Was Delivery Method appropriate? Method/products meet mission needs?
- We'll take good and bad comments!





Objective Method

- In addition to direct feedback we employ an objective method to measure (verify) our forecast performance
 - We selected two key operational parameters:
 - Ceiling / Visibility < 1000 feet / 3 miles (*IFR*)
 - Winds > 13KT (Airborne Operations)
 - We measure the accuracy of each Fort Bragg Reservation Forecast (LRF) published on the SAAF web page
 - We use weather observations at KFBG, KHFF, KPOB (Pope AAF), and any PIREPs to verify each flimsy at the 3, 6 and 12-hour point from the original issuance time



Did the Forecast or Weather Impact the Mission?

- Did we forecast “GO” weather for your mission and weather was “GO”--mission completed
- Did we forecast “GO” weather for your mission and weather was “NO GO”--mission cancelled or changed due to un-forecast weather
- Did we forecast “NO GO” weather for your mission and weather was “GO”--mission cancelled or changed due to forecast (*lost opportunity or needless change*)
- Did we forecast “NO GO” weather for your mission and weather was “NO GO”--mission cancelled or changed due to forecast/weather (*if inserted early in planning process this situation can prevent wasted time and enhance overall planning process*)



Aircrew Feedback

- 0 Aircrew Briefing Forms returned in June
 - We did not receive any aircrew feedback this month. Without feedback we cannot adapt our procedures to better support the flyers. Also, with the new LRF format, we would like to hear if you like it, or if there are improvements that we could make. WE'RE HERE FOR YOU!



QUESTIONS?

Please call the
NCOIC or CWSO
396-7100

